



# A Plan to Connect Baltimore



**LINKING YOU**  
**MTA**  **Maryland**  **Maryland Department of Transportation**



# What is BaltimoreLink?

- **Improve** service quality and reliability
- **Maximize** access to high-frequency transit
- **Strengthen** connections between the MTA's bus and rail routes
- **Align** the network with existing and emerging job centers
- **Involve** riders, employees, communities, and elected officials in the planning process

*Linking*  
Modes  
Places  
People

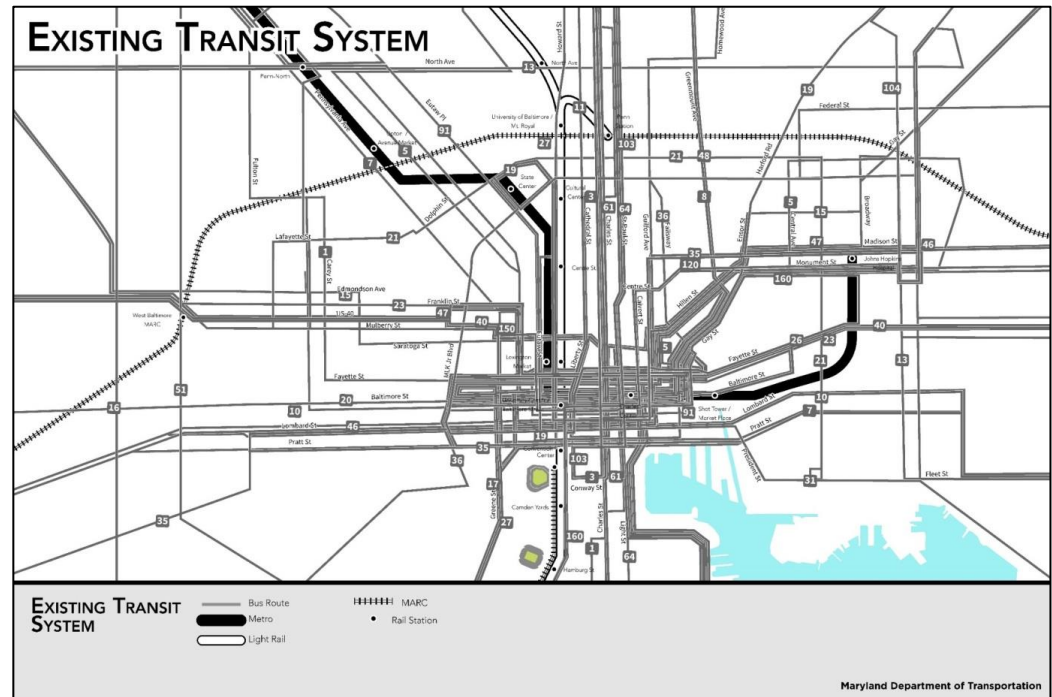
*Improving*  
Safety  
Efficiency  
Reliability  
Customer Service



# Existing Service

We've heard the existing transit system is...

- Broken
- Disconnected
- Crowded
- Unclean
- Unreliable
- Not connected to jobs



## Major Problems:

- **Lengthy Routes** – Long east-west and north-south routes
- **Highly Congested** – Buses bottleneck due to network design
- **Unreliable** – Network design hinders MTA's ability to provide reliable service



# The Solution - The BaltimoreLink Network



- **High-frequency** routes into and throughout urban core

- Color-coded routes
- All lines access Downtown
- 24 hours of service per day
- Designed to connect to all other CityLink routes and to Rail Stations



- **Local** Routes connecting to CityLink routes

- Neighborhood connectivity
- Suburb-to-urban core connectivity



- **Limited stop** routes into urban core and suburb-to-suburb

- Connecting to Regional Job Centers and Downtown

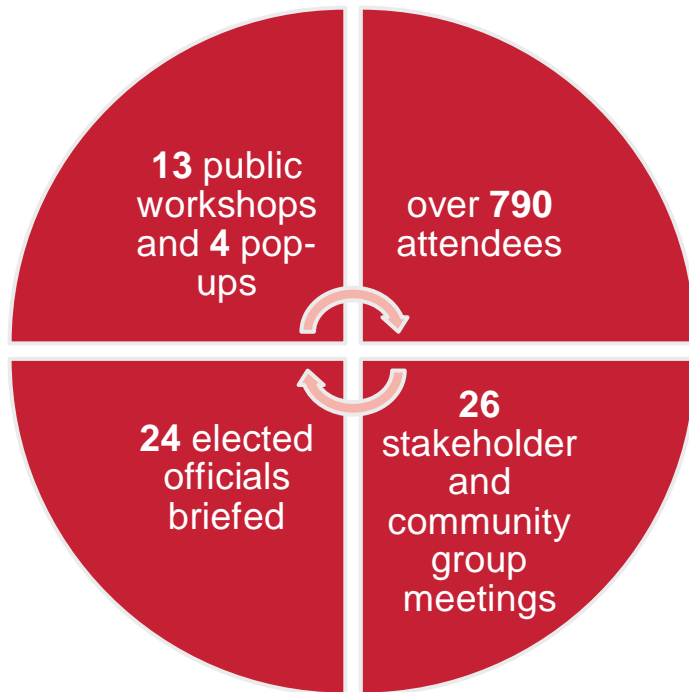
To be integrated seamlessly with:



# 1<sup>st</sup> Draft Outreach

October 2015 – February 2016

- BaltimoreLink Outreach built upon the effort accomplished as part of the 2013 Baltimore Network Improvement Project (BNIP)
- MTA gathered over 1,280 comments from 67 key events



# 1<sup>st</sup> Draft Outreach

## Comment Submittal and Topic



61% submitted online  
(mySideWalk or Survey Monkey)

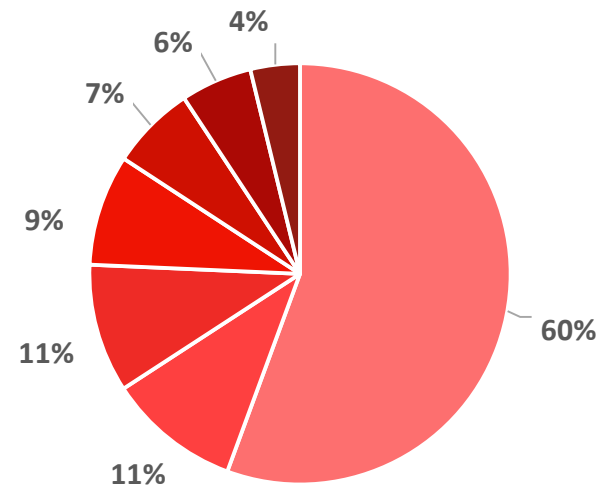


24% submitted comment form



15% submitted in other formats  
(hotline, email, verbal, or other)

- The majority of comments were about specific routes, forced transfers, and safety/cleanliness of the proposal



- Specific BaltimoreLink Route Proposal
- Forced Transfer
- Safety/Cleanliness
- Information/ Resources
- New Service Area Request
- Schools/School Children
- Other



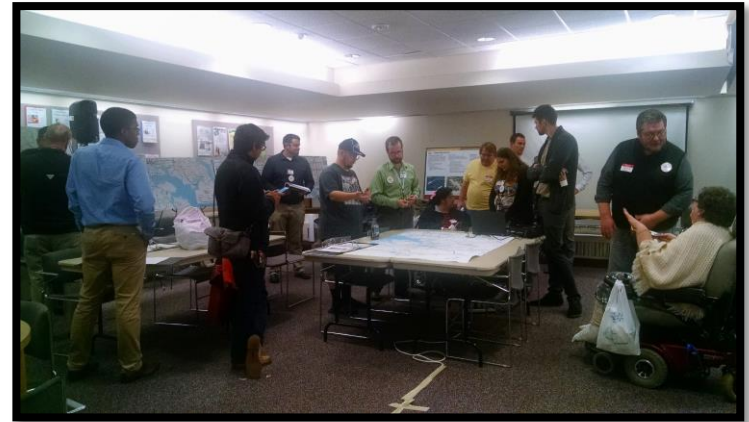


# Public Impact on 2<sup>nd</sup> Draft

**You spoke. We listened.**

We adjusted **56 of the 65** first draft routes as a direct response to public feedback.

The **2<sup>nd</sup> Draft** BaltimoreLink network reflects some modifications that the public desires while maintaining the new hub and spoke, high-frequency core model



# Public Impact on 2<sup>nd</sup> Draft – Significant Changes

- **Greenmount Ave.** (Current Route 8 and 48) – reintroducing CityLink Red to serve the entire corridor
- **Garrison Blvd. and Edmondson Ave.** (Current Routes 91 and 15) – reintroducing connection to downtown
- **Eastern Ave.** (Current Route 10) – reintroducing CityLink Navy to serve Eastern Ave. in Highlandtown
- **Express Services** Reintroducing current routes 103, 115, 119, 120 and 160
- **Falls Rd, Roland Ave., N. Charles St., and Philadelphia Rd.** (Current routes 27, 61, 11, 35) – reintroducing existing services
- **North Ave.** (Current Route 13) – Corridor-long CityLink Gold service
- **Harford Rd.** (Current Route 19) – reintroduced as LocalLink 19
- **Patapsco Station and Annapolis** (Current Route 14) – keeping a one seat ride
- **White Marsh Mall and Middle River** – (New LocalLink 61) New one-seat ride
- **Curtis Bay** (Current Route 64) – Improved transfers to Light Rail
- **Southwest and Northeast Baltimore** (Current Route 36) – Improved connections between CityLinks Yellow and Green





# Measuring the New System

## ■ Partners:

- Baltimore Metropolitan Council (BMC)
  - Method: Regional travel demand model
  - Measured: Transfers, travel time and access to jobs
- Maryland Department of Planning (MDP)
  - Method: GIS mapping
  - Measured: Frequent Transit Network and population group access to human services



# What Will Not Change

You spoke. We listened.



## Minimal Change to Daily Transfer Rate

With the BaltimoreLink system, the average daily transfer rate in the region changes by less than 2%.



**53%**

Of trips will require zero transfers.



**35%**

Of trips will require one transfer.



**12%**

Of trips will require two or more transfers.

The transfer rate measurement is based off of ridership patterns and is driven by a projected increase in mid-day trips.

Additionally, the transfer experience under BaltimoreLink will be eased with better frequencies on many routes, increased reliability, and improved wayfinding.



## Average Transit Travel Time of 52 Minutes

On average, a transit trip will take 52 minutes under BaltimoreLink, including time to access the bus stop, waiting time, time on the vehicle, and any necessary transfers. This is the same average transit travel time as on the current MTA system.



# What Will Improve

## Increasing Access to Transit



### 33,600 More People with Access to Transit

Under BaltimoreLink, an estimated 33,600 additional people – a 4% increase over the existing system – will be within 1/4 mile of transit.



### 60,700 More People with Access to Frequent Transit

Under BaltimoreLink, an estimated 60,700 additional people – a 15% increase over the existing system – will be within 1/4 mile of the frequent transit network. **The Frequent Transit Network is defined as any BaltimoreLink (CityLink and select LocalLink) route that operates every 15 minutes or less during peak and midday periods.**



# What Will Improve

## Increasing Access to Jobs



### Households will have Better Access to Jobs

Within the MTA service area, the average number of jobs accessible within 30 minutes on transit increases by 20%. The average number of jobs accessible within 45 minutes increases by 12%, and the average number of jobs accessible within an hour increases by 8%.



**+20%**

More jobs, on average, are accessible within 30 minutes or less.



**+12%**

More jobs, on average, are accessible within 45 minutes.



**+8%**

More jobs, on average, are accessible within 60 minutes.



### 34,400 More Jobs will have Access to Frequent Transit

Under BaltimoreLink, an estimated 34,400 additional jobs – a 14% increase over the existing system – will be within 1/4 mile of the Frequent Transit Network.



# What Will Improve

## Increasing Access to Services



### Better Access to Services in the Region

BaltimoreLink is designed to provide **more frequent transit** to those educational institutions and health services that people need the most.



**+5**  
**Hospitals**



**+56%**



**+7**  
**Pharmacies**



**+6%**



**+12**  
**Supermarkets**



**+24%**



**+15**  
**Public Schools**



**+13%**



**+4**  
**Libraries**



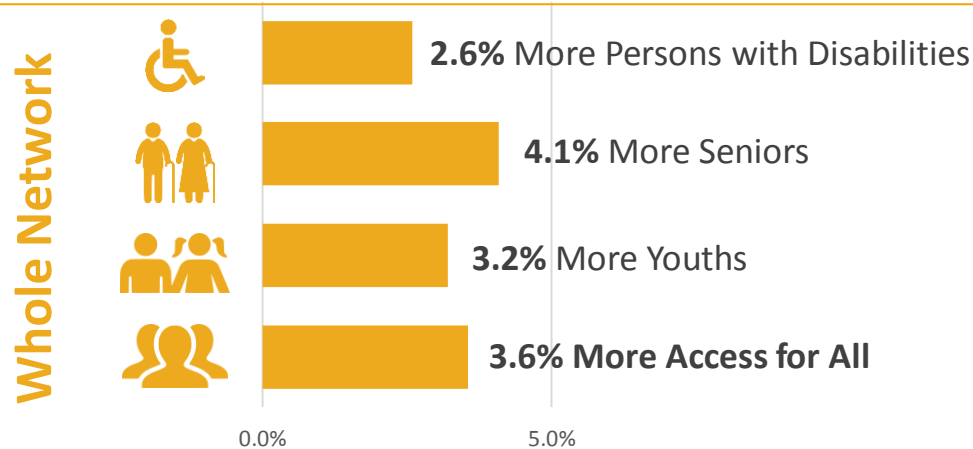
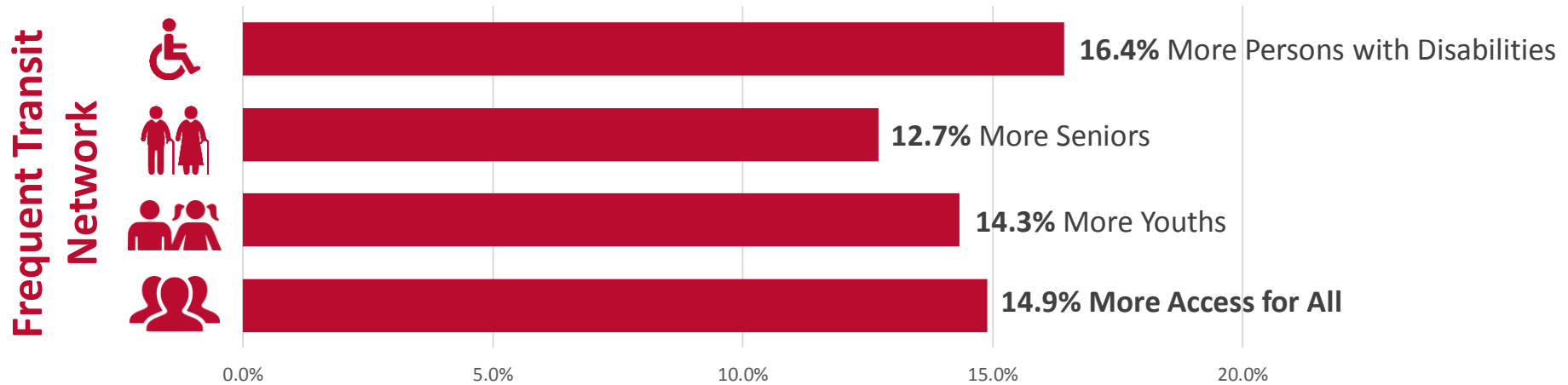
**+22%**



# What Will Improve

## Increasing Accessibility

CHANGE IN PERCENT OF POPULATIONS  
WITHIN ¼ MILE OF BALTIMORELINK

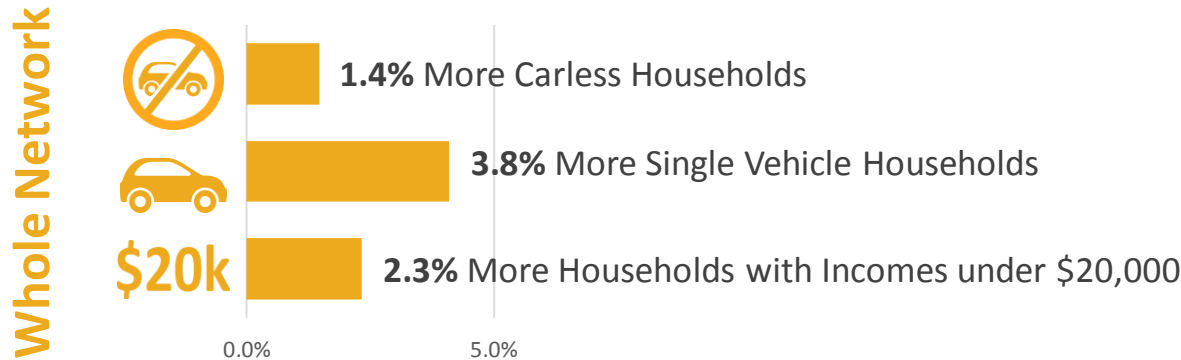
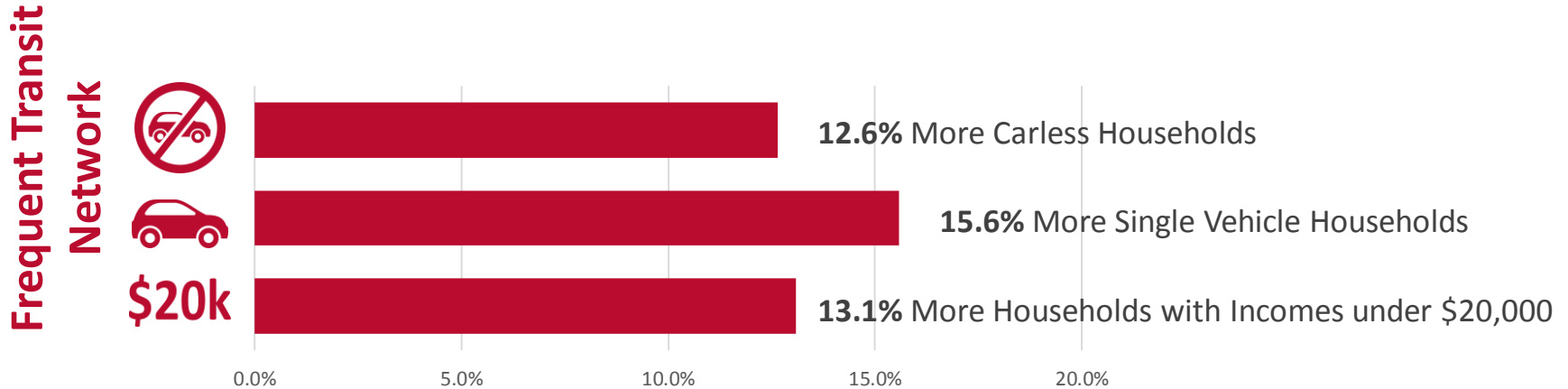




# What Will Improve

## Increasing Accessibility

CHANGE IN PERCENT OF HOUSEHOLDS  
WITHIN ¼ MILE OF BALTIMORELINK



# What Will Improve



**Preserving Daily Transfer Rate and Travel Times**



**33,600 More People with Access to Transit**



**Households will have Better Access to Jobs**



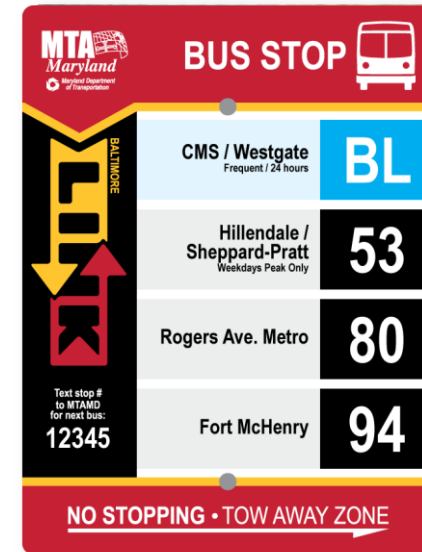
**Better Access to Services in the Region**



# What Will Improve

## Bus Stop Signage

- New signage will provide better destination information in a clear, easy-to-use fashion



## Bus Vehicle Branding

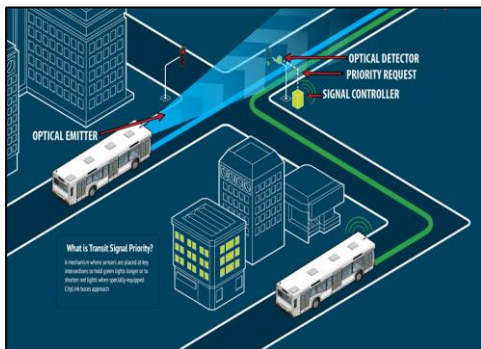
- New buses with BaltimoreLink branding will make the system more uniform with cohesive design and color elements



# What Will Improve Capital Investments

- ✓ Making the System More Reliable
- ✓ Helping Buses Move More Efficiently
- ✓ Improving the Customer Experience

## Transit Signal Priority



- Hardware and software to enable active priority for buses
- Approaching buses can trigger a shorter red light or longer green light
- Focusing on CityLink corridors and major pinch points

## Dedicated Lanes



- Red painted lanes and “BUS LANE” striping
- Focusing on corridors with multiple CityLink routes to keep people moving

## Transfer Facilities



- Transit facilities, transfer areas, layovers, and optimized bus stops
- Improved or new signs, schedules, trash bins, benches, shelters, canopies, TVMs, and other amenities



# What Will Improve Capital Investments

## Transfer Facility Locations

- West Baltimore MARC station
- North Ave between Charles and St. Paul
- Penn-North Metro Station
- Courthouse (Broadway/Harford)
- Bayview Hospital
- Charles Center Metro Station
- Lexington Market (Eutaw St)
- Penn Station
- State Center
- North Ave Light Rail Station

## Possible Amenities



**Streetscape improvements** for pedestrian safety



**Improved signage** to facilitate wayfinding and ease transfers



**Real Time Information Signage** so riders know when buses will arrive



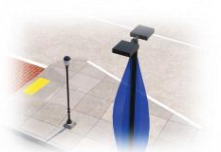
**Sheltered waiting areas** to protect riders from the elements



**Ticket vending machines** to allow riders to pre-purchase fare cards



**Improved bicycle storage**



**Enhanced lighting and ornamental fencing** to increase safety and security



**Closed-circuit television cameras** to increase rider safety



**Trash receptacles**

*Note that photos are for illustrative purposes only and do not necessarily represent actual transfer facilities.*



# What Will Improve

## Increasing Transportation Options



**Bike Share** – Baltimore City’s Bike Share provider, Bewegen, will be rolling out Bike Share as early as September 2016 with locations at or adjacent to about 10 MTA rail facilities. Additionally, MTA is improving bike parking at all rail stations.



**Car Share** – To be added to more than 20 MARC Train, Light RailLink, and Metro SubwayLink parking facilities

**Commuter Bus** – 3 new routes that connect Baltimore City residents to regional employers

- New service between Baltimore and Aberdeen Proving Ground
- New service between Baltimore and Annapolis/Kent Island
- New service between Baltimore and Columbia/Howard County



**Locally Operated Transit Support** – Increasing funding where improved, local connections are needed.

- **Charm City Circulator** – Increased funding for three years
- **Fort Meade Shuttle** – Additional funding for the Regional Transit Authority (RTA) to operate a shuttle connecting the Savage and Odenton MARC Stations.



**Microtransit** – A pilot program of this emerging, scaled down version of mass transit that provides a shared, on-demand, and tech-enabled ride.





# Local Analysis – Feedback on First Draft

## What we heard about the first draft:

- Reintroduce Local Bus 19 and Express Bus 119
  - ✓ Both routes reintroduced as LocalLink 19 and Express BusLink 119
- Reintroduce Express Bus 115
  - ✓ Reintroduced as Express BusLink 115
- Reduce transfers on the first draft's proposed replacements for the 44
  - ✓ Transfers for the replacement for the 44 have been reduced from two to one (between LocalLinks 30 and 31 at Rogers Ave Metro Station)



# Local Analysis – Harford Road Corridor

## Current Service:

MTA 19 and 119:

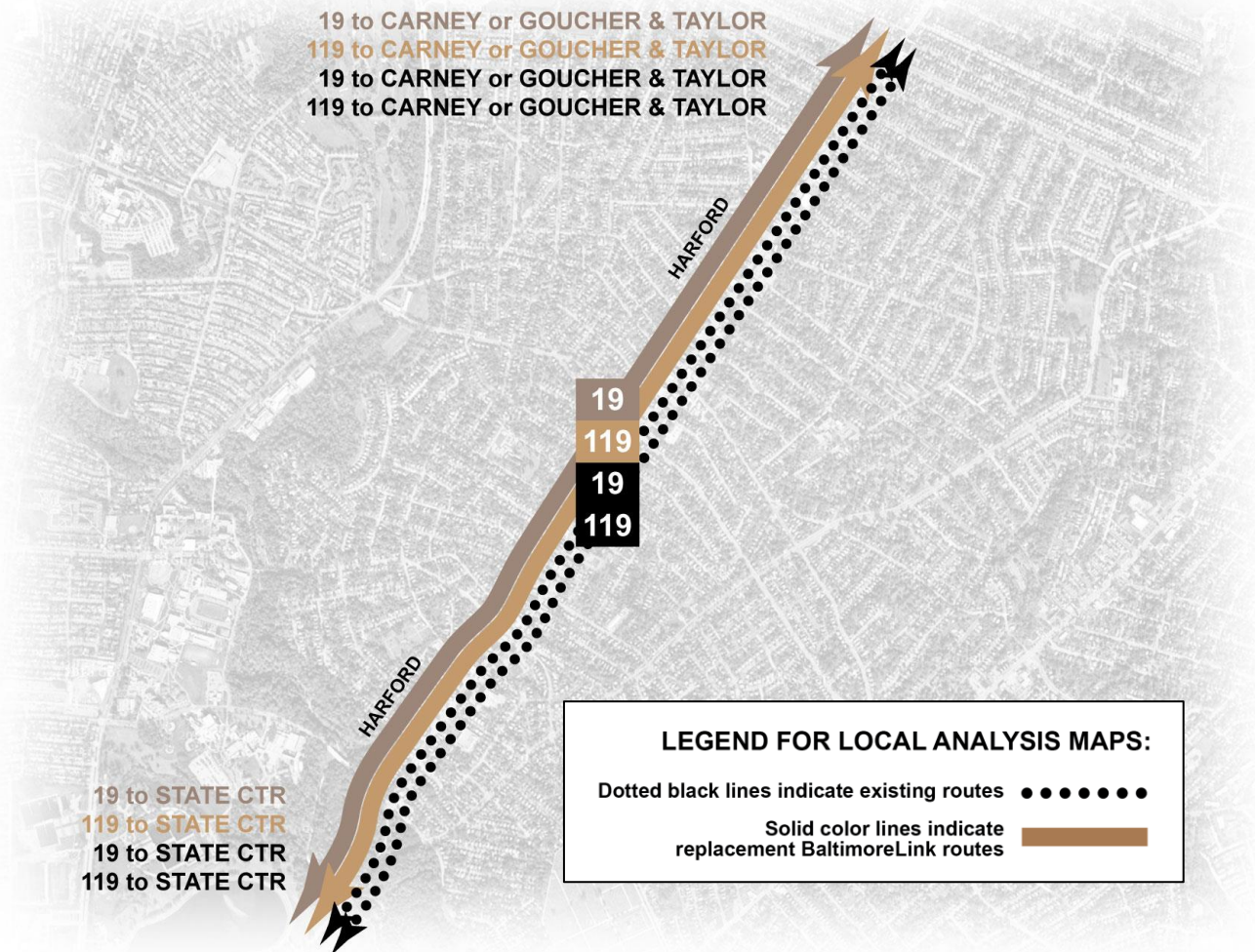
State Center to Carney  
or Goucher and Taylor

## Proposed Service:

MTA 19 and 119 =

LL 19 and EL 119:

State Center to Carney  
or Goucher and Taylor



# Local Analysis – Belair Road Corridor

## Current Service:

### MTA 15:

Woodlawn or Walbrook Junction  
to Overlea

### MTA 47:

Walbrook Junction to Overlea

### MTA 115:

Downtown to Perry Hall

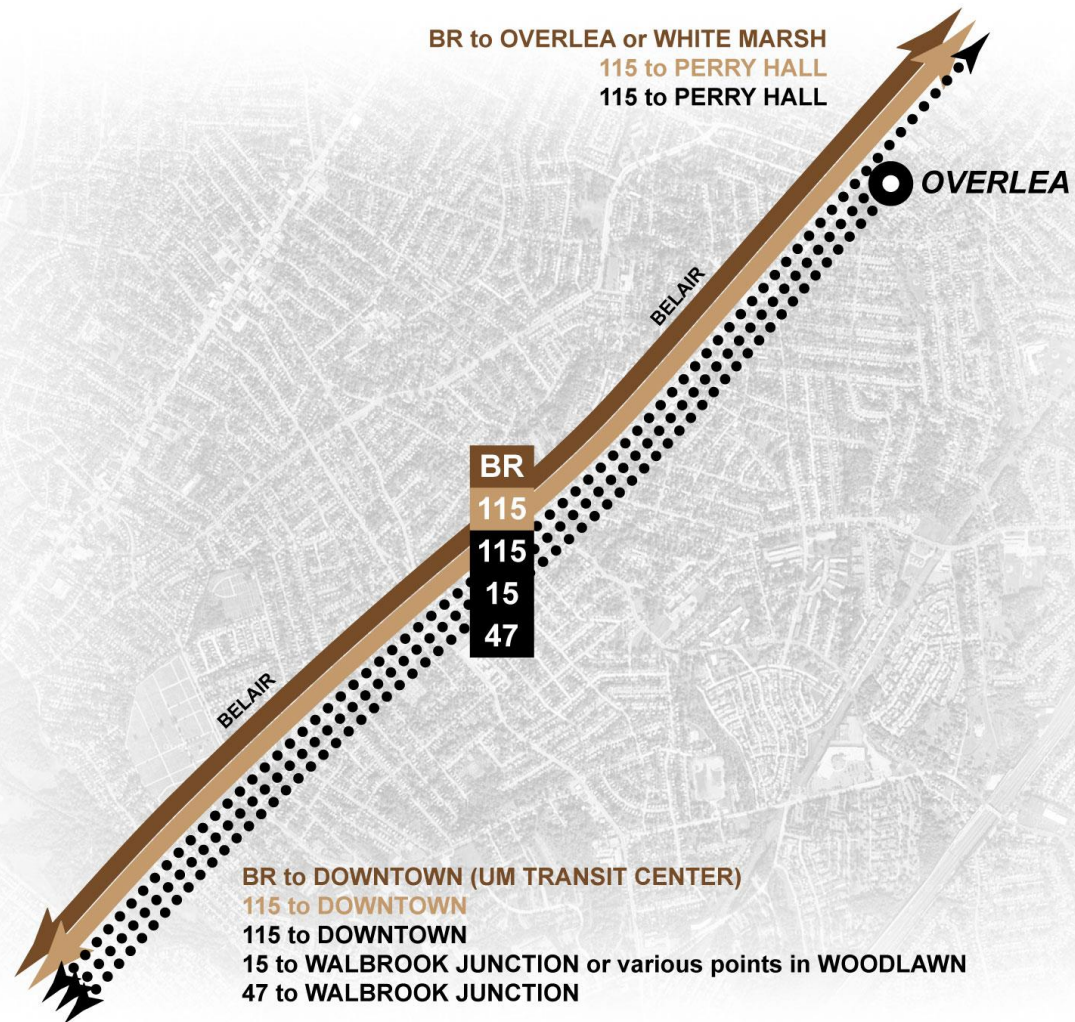
## Proposed Service:

### MTA 15 and 47 ➡ CL Brown:

Downtown to Overlea or  
White Marsh

*(Transfer to LL 80 to continue to  
Walbrook Junction; transfer to LL  
79 or LL 34 to continue to  
Woodlawn or Westview)*

**MTA 115 = EL 115**



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# Local Analysis – Current 33

## Current Service:

### MTA 33:

Rogers Ave Metro  
Station to Moravia

## Proposed Service:

### MTA 33 = LL 28:

Rogers Ave Metro  
Station to Moravia

33 to ROGERS AVE METRO  
28 to ROGERS AVE METRO



33 to MORAVIA  
28 to MORAVIA



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# Local Analysis – Current 44

## Current Service:

**MTA 44:**

Woodlawn to Rosedale

## Proposed Service:

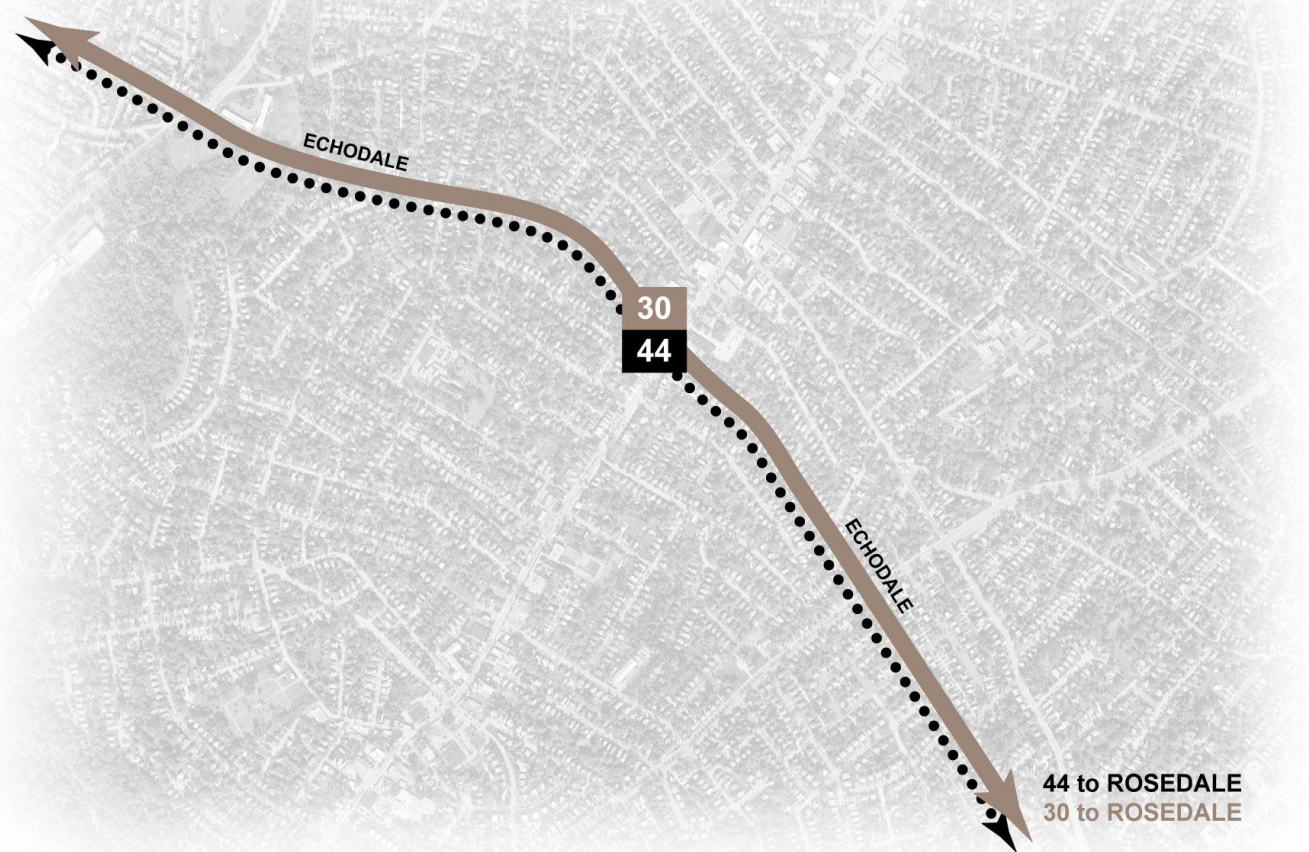
**MTA 44 → LL 30 & 31:**

LL 30: Rogers Ave Metro Station to Rosedale

LL 31: Sinai Hospital to Woodlawn

*(Transfer between LL 30 and LL 31 at either Sinai Hospital or Rogers Ave Metro Station)*

44 to WOODLAWN  
30 to ROGERS AVE METRO



44 to ROSEDALE  
30 to ROSEDALE



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# Local Analysis – Current 55

## Current Service:

MTA 55:

Towson to Fox Ridge

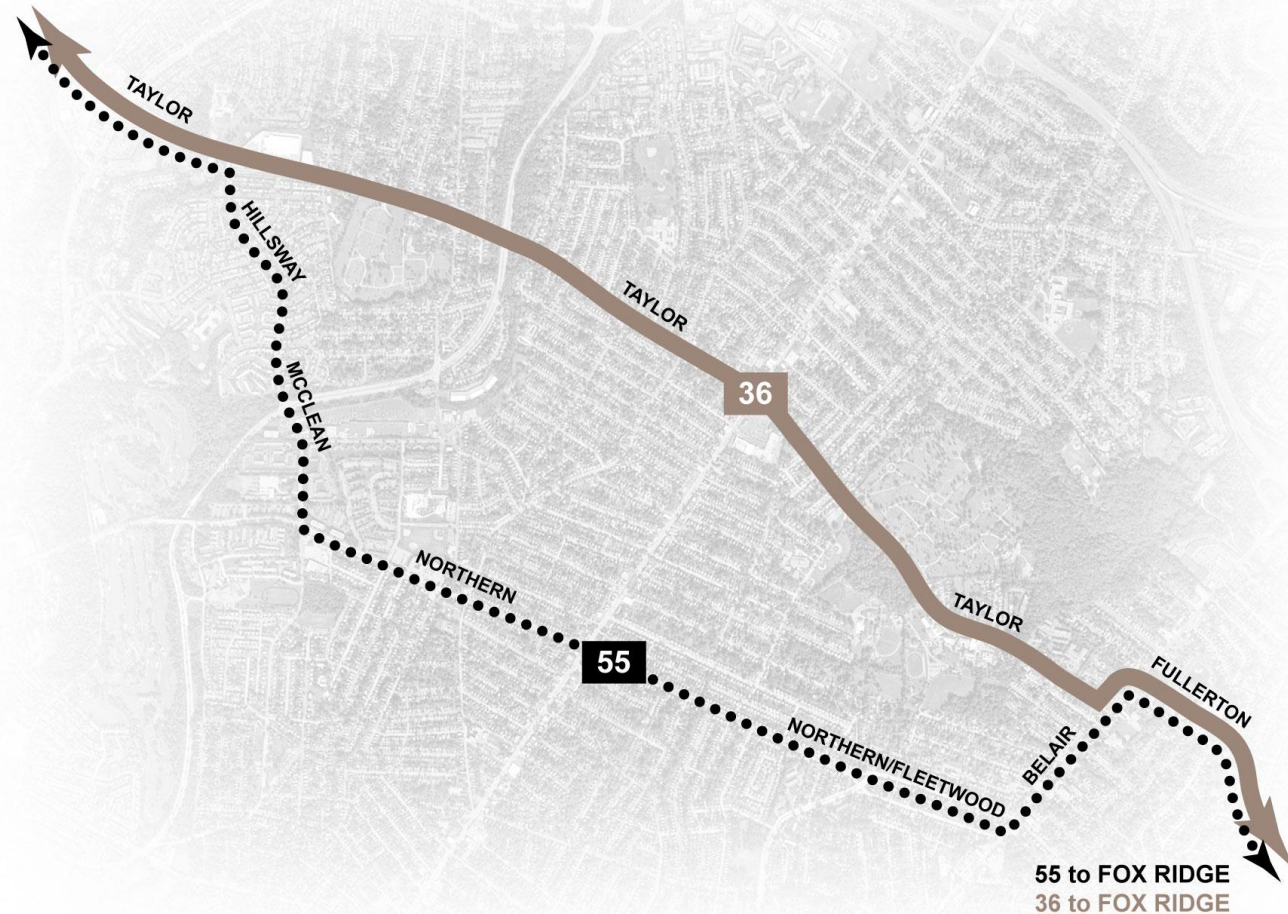
## Proposed Service:

MTA 55 ➔ LL 36:

Towson to Fox Ridge

*(Routing in the  
northeast shifts from  
Northern to Taylor)*

55 to TOWSON  
36 to TOWSON



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# Local Analysis – Current 58

## Current Service:

### MTA 58:

Reisterstown Plaza Metro  
Station to White Marsh

## Proposed Service:

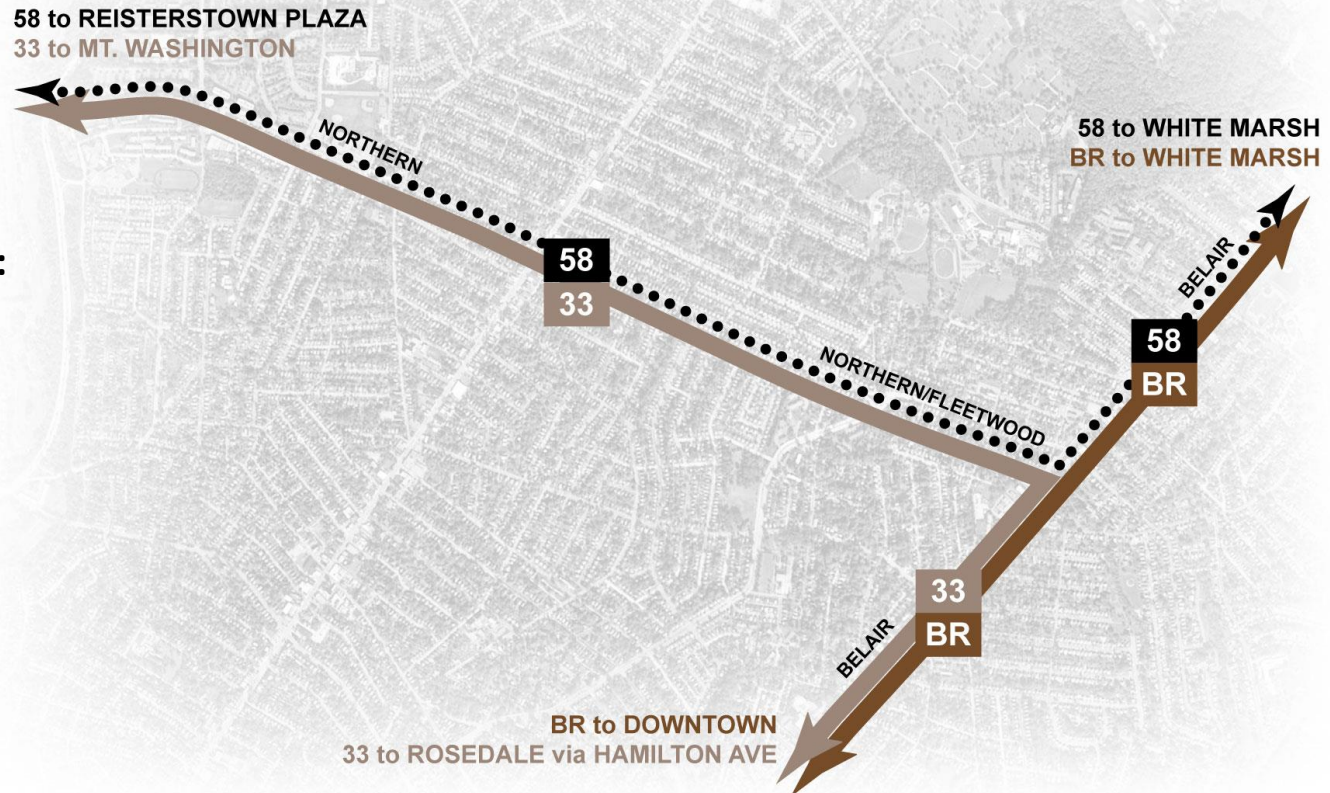
### MTA 58 ➡

### LL 35, LL 33, and CL Brown:

LL 35: Woodlawn to Mt.  
Washington

LL 33: Mt. Washington to  
Rosedale

CL Brown: Downtown to  
Overlea or White Marsh



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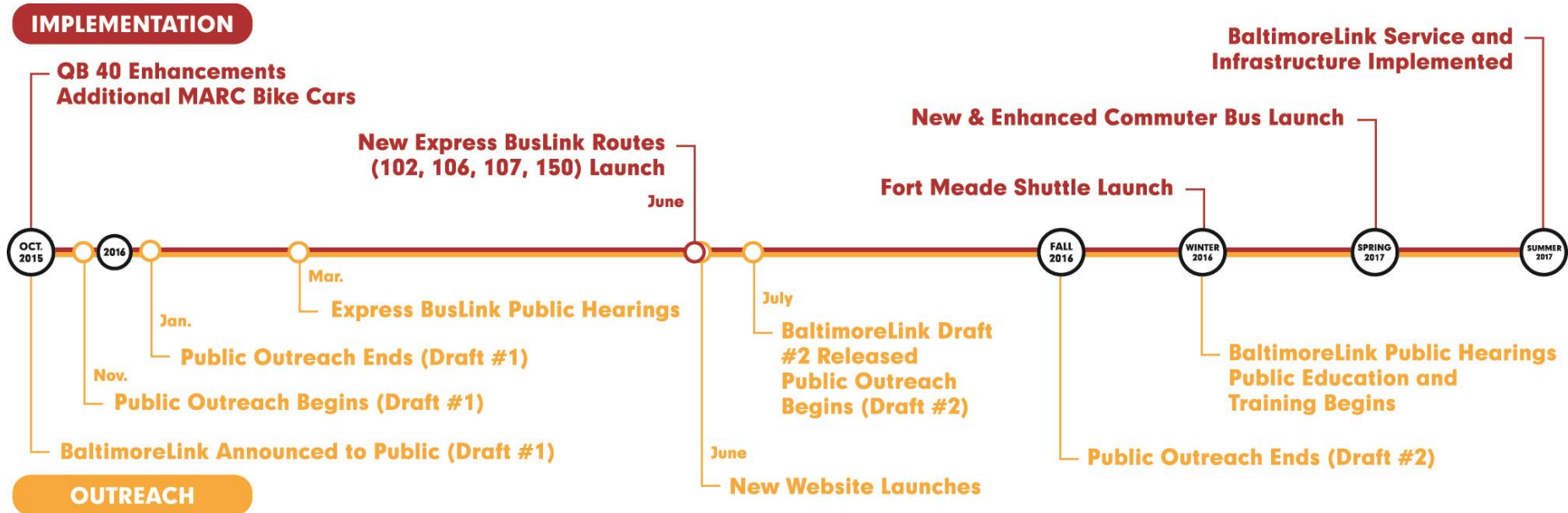
# Local Analysis – Improvements

## Improvements upon existing MTA service:

- The 15 currently ends at Overlea (only a literal handful of trips continue to Perry Hall), whereas every other trip on the CityLink Brown will continue past Overlea to White Marsh
- LocalLink 30 will offer 15-minute peak and midday service compared to the existing 44's 20-minute peak and 30-minute midday service.
- LocalLink 30 will operate till 2am, compared to 1am on the 44.
- LocalLink 33 will offer 30-minute peak and midday service compared to the existing 58's 30-minute peak and 60-minute midday service.
- LocalLink 33 will operate slightly later than the 58 (till 12am vs. till 11:30pm)

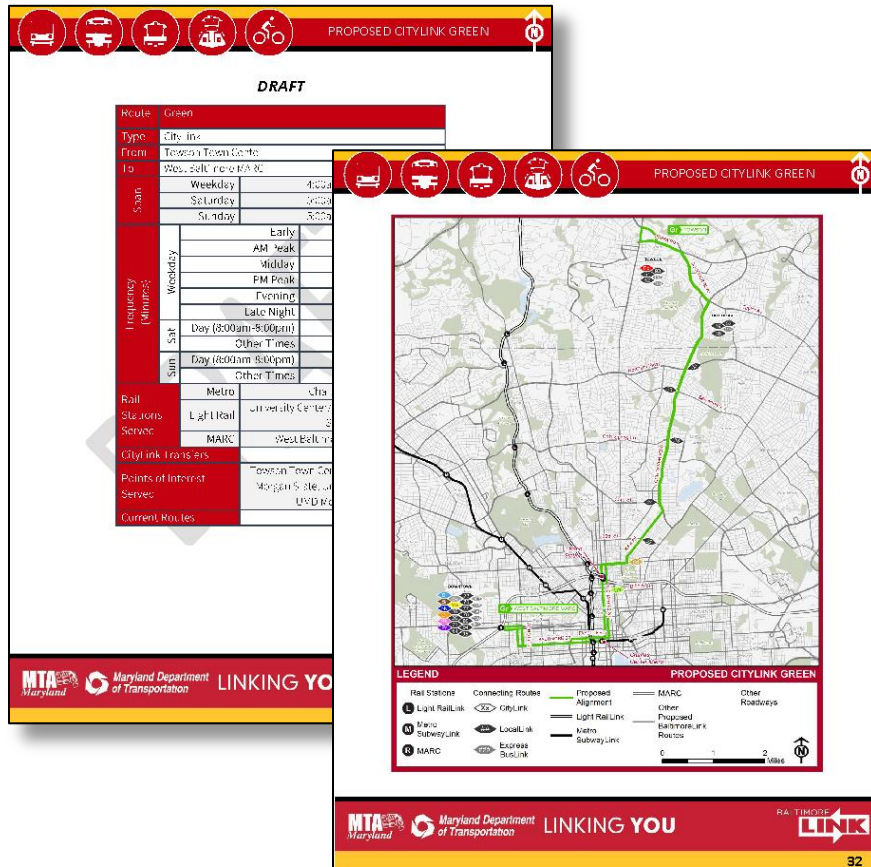


# BaltimoreLink Project Timeline



# More Ways to Learn About Your Route

You spoke. We listened.



## What is a Route Sheet?

- Route specific information on route alignment, levels of service and other valuable information

## What details are provided?

- Route name
- Route type
- Route end points
- Span of service
- Service frequency (M-F, Sat & Sun)
- Connections to rail and CityLink services
- Points of interest served
- Current routes
- Route Map

30

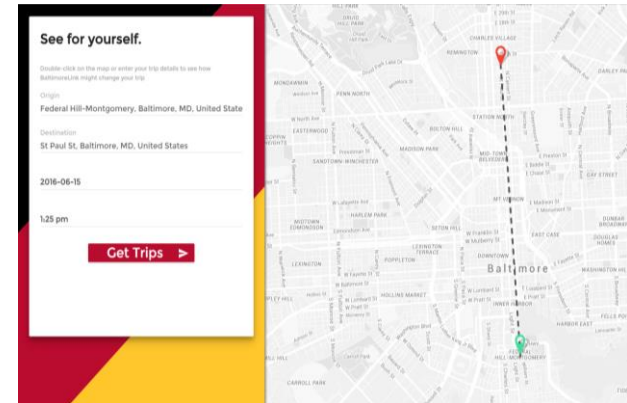


# More Tools to Help You

## You spoke. We listened.

### Trip Planner

- Compare existing street routing for a given route side-by-side with its BaltimoreLink replacement. Double-click on the map for origins and destinations, or type these in manually



### Google Map

- Interactive Google system map allows you to zoom in on the updated network and view various routes and their frequencies

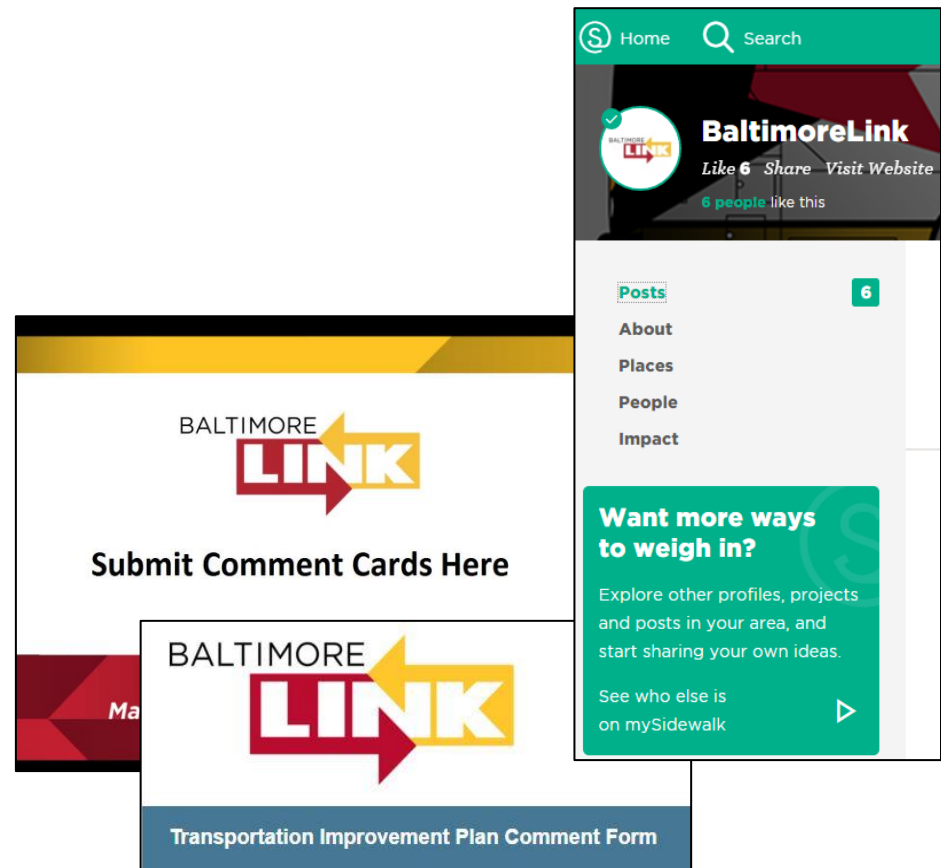
### New Website

- Access BaltimoreLink information easier by reading project updates, finding events in your area and downloading presentations and reports



# How to Get Involved

1. Attend a public workshop
2. Call the Hotline: 410-454-1998 and leave us a message
3. Engage in discussions on [mtamaryland.mysidewalk.com](http://mtamaryland.mysidewalk.com)
4. Compare your transit trips with the BaltimoreLink comparative trip planner
5. Submit a comment on [BaltimoreLink.com](http://BaltimoreLink.com)
6. Spread the word!





# Thank You!

- Stations are set up with staff on hand to answer questions one on one about individual routes, the network system, and your future trips.
- Handouts are available at the sign-in table – take a few and share with your neighbors, coworkers, and family!

[www.baltimorelink.com](http://www.baltimorelink.com)  
[www.mta.maryland.gov](http://www.mta.maryland.gov)



33



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